## POLES LEVELLED, WIRES TANGLED, HEAPS OF TROUBLE

It Was a Prize Winner in the Discomfort Working Line, Was Yesterday's Howling Storm, Only Equalled by THE Blizzard of 1888.

DID YOU EVER SEE SUCH AWFUL STREETS?

Well, Hardly - Not Even at Beattie's Worst Were the Thoroughfares of This Much Uncleaned Metropolis so Blocked with Snow and Streaming with Slush.

AND THE HAVOC AMONG THE WIRES!

It Was Something Unprecedented in Local History, Live Wires Lying Around Loose in the Streets and Dangling Within Reach Everywhere.

SEVERAL HORSES SHOCKED

TO DEATH.

The Only Wonder Is That No Human Beings Suffered a Like Fate-Giant Telegraph Poles Were Blown Down by the Dozen, Trains Delayed on Every Line Connecting with the City and All the Mails Were Hours Late-Great Danger from Fire, as the Alarm System Was Completely Knocked Out-Mayor Grant Orders All Electric Light Currents Cut Off, and the City Was in Darkness Last Night-Newark Has a Lively Experience and the Suburbs in General Suffer with the City.

One of the most disastrous storms of recent years moved along the Atlantic seaboard from the Gulf States on Saturday and spent its fury upon this city and vicinity yesterday morning, beginning shortly after midnight.

The origin and track of the storm were duly of yesterday as follows :-

The Louisiana storm, which these forecasts yesterday stated would probably move toward the vantages to the work of the storm. Carolina coasts and become energetic, is now contral near cape Hatteras, attended by strong winds on the coasts. It is likely to increase still further in energy and to move northeast to-day, causing severe southerly gales on the Gulf Stream and easterly gales on the coasts from the Delaware Capes northward to Eastport, Me.

The first intimation of the approaching storm came on Saturday evening, a few minutes after eleven o'clock. The wind blowing from the southeast came in fitful gusts. "Looks like rain," was the general comment of the surging crowds that poured out of the theatres at this hour and hurried to the shelter of their homes. PRECEDED BY BAIN.

Then came a steady downpour of rain, which lasted but a few minutes and then turned into an icy sleet.

The wind had increased in force, meanwhile, and it soon began to howl and moan over the housetops, ever increasing in intensity, until it roared around the tall buildings and through the streets like a tornado. The mercury had fallen and the sleet began

to soften into snow. A wet, sticky, sloppy snow that came down

in great flakes, dashing into people's faces with blinding force, covering the telegraph wires with a heavy coating, and everywhere piling up its icy weight as a forerunner of the general trouble which was to follow in its wake. It was not long before the effects of the storm

of snow and sleet began to make themselves apparent. WIRES BEGIN TO SNAP.

Here and there a wire, bending under the great weight of its icy coating, would snap and dangle into the street below.

The street cars were almost unrecognizable from the mass of snow and ice which accumulated about them, making them appear as if they had just weathered some fierce Dakota bliggard.

The elevated trains were similarly coated, and as the wind continued to roar down the streets and great banks of snow began to pile up everywhere fears were entertained of auother blizzard similar to if not worse than the disastrous storm of March, 1888.

In many respects Saturday night's storm was far worse in its disastrous effects than THE

memorable blizzard. It was a general war of the elements upon telegraph poles and wires. Unable longer to bear the heavy strain thus put upon them pole after pole, in every section of the city, with their thousands of telegraph, telephone, electric light and Fire Department wires, came crashing

to the ground. Wires, large and small, snapped asunder and

Wires, large and small, snapped asunder and waved about in fantastic contortions.

In inexpressible confusion the wires of the different companies crossed and recrossed one another, forming gigantic snarls and tangles that it will take weeks of bard work to unravel.

DARKNESS REIGNS.

With the falling of the wires darkness and confusion fell upon the city, as the electric lights went out and the fire alarms and police calls failed to respond to their respective signals. It was a night when theives and thugs and insendiaries had, did they but known it, the ensire city almost at their mercy.

It was a pight of innumerable accidents and

mishaps, of delays and disappointments, and the advent of day, as the storm eased up, revealed such a widespread scene of desolation and destruction as never before was witnessed

in this metropolis. Miles upon miles of telegraph poles lay prone, tens of thousands of strands of wire lay snarled across thoroughfares or wrapped around lamp posts, the corners of buildings, front stoops and over roof tops; rivers of slush and slop gushed down the walks and gutters, street car track after street car track was blocked by snow in heaps like miniature mountains and the whole face of the great city was covered with the sticky, spongy blanket of white, overlaying, ankle deep where it was not knee deep, the vast ocean of snow water.

To establish any degree of [continuity in chronicling the great chapter of accidents due to the storm is impossible. But the first thing to excite general comment was the fearfully wretched condition in which the storm put the

BEATTIE OUT-BEATTIED. Anything worse in the underfoot line than the universal slush of the early morning is beyoud imagining.

Then, too, there was the constant drip, drip everywhere from overhead-from the elevated railroad structures, from cornices, from awning poles, trees, from telegraph poles, and, here, there and everywhere, in great splashes and spats and gobs, like ten million million minute sponges soaked in ice cold slusb, an intermittent shower from the countless swaying telegraph, telephone and other electric wires.

The general course of the storm, as the HERALD predicted, seems to have confined itself to a narrow track along the Atlantic seaboard, from Florida to Maine.

Throughout this entire district the telegraph wires are down in every direction.

As this city ley right in the track of the storm it was, naturally, the heaviest sufferer thereby. In fact, the storm left this metropolis, in addition to the general confusion regarding its own wires, almost entirely cut off by wire from all parts of the country. BAILROADS BLOCKED.

All the overhead telephone, police, fire and electric wires in the city are rendered practieally useless. From an early hour yesterday morning no reports were received at Police Headquarters except by special messengers.

Together with the general wrecking of the telegraphic systems inside and outside the city came a widespread interruption of railroad traffic, the train despatching departments of nearly all the roads being impossible of opera-

ANOTHER NIGHT OF DARKNESS.

And, as a particularly gruesome climax to this chapter of tempestuous misery, a night of black, inky, groping darkness fell upon the metropolis again last night-not an electric street lamp in the length and breadth of the city throwing out a spark to light the timorous pedestrian on his way.

This Egyptian visitation came about from the precaution wisely suggested by Superintendent J. Elliott Smith, of the fire alarm system, to Mayor Grant early in the day that all electric light currents should be shut off to prevent danger to life from contact with the numberless wires lying around loose in the streets or dangling within easy reach.

Mayor Grant promptly notified Acting Superintendent Byrnes, Byrnes notified the various electric companies, and the result was universal blackness in the city last night.

DOWN GO THE POLES.

DOZENS OF THEM CARRYING HUNDREDS OF WIRES LEVELLED ON THE WEST SIDE.

The havor among the poles and wires along West End avenue, from Seventieth street to Ninetieth street, was very great. This thoroughfare is almost entirely exposed within these limits to the full aweep of a northwest gale. The altitude of the avenue, being nearly eighty feet above the indicated by the Herald's weather forecasts | Hudson River Railway tracks, and the fact that it is the westernmost of the city's streets, with the exception of Riverside Drive, afforded peculiar ad-

> The terrific force exerted by the wind against the heavy, soft snow was illustrated here in perhaps a more remarkable manner than in any other part of the city, for it was within a month that the Western Union company planted an entirely new set of noise along this thoroughfare.

> They were all monsters, too, averaging ninety feet in height and three feet in diameter at the base. They were of ash and as straight as arrows. They had crosstrees for a hundred and fifty wires and up to yesterday, notwithstanding the recent severe storms of wind and snow, they held their places without a break. BUILDINGS DAMAGED.

The ice formed an inch and a half thick upon the wires on these poles. Several of the big poles were snapped off short and the others borne over against the buildings to the east.

One tall pole in the middle of the block between Seventieth and Seventy-first streets fell upon the cornice of the house in front of which the pole stood, the wires hanging down to the sidewalk and ciling themselves beneath the snow. The cross trees of the pole were still above the roof of the house. The inmates were kept in fear lest another gale should wrench the prettily decorated gable from the dwelling.

At Seventy-first street and West End avenue the pole which had been placed there, despite the protests of the owner of the property, was broken six feet from the ground and rested with its full weight upon the Van Norman Institute for Young

weight upon the Van Norman Institute for Young Ladies on the southeast corner.

The weight of the great sper had seriously twisted the iron cornice of the building and disledged some of the brick work.

The young ladies who are boarders in the school were eating their breakfast when the crash came and they were much alarmed. The shock to the building was severe enough to shake ornaments off some of the mantels.

The weight of the wires kept the pole in this position notwithstanding the efforts of policemen and firemen to dislodge it. Wires hung down over the windows.

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There was considerable fear lest a pole which had fallen against an unfinished bullding near the southeast corner of Seventy-second street and West End avenue should apring the walls. The pole acted as a sort of lever in its position, some of the crossirees being wedged against the window casings. As the gale continued the western wall of the house shook and it is feared that it has cracked. Should this be the case the damage indicted by the poles will be increased by about \$5,000, for the house is a costly one.

Mayor Grant looking from his bay windows in West Seventy-third atreet could appreciate the evils of overhead wires, for the end of the street at West End avenue was a perfect network of fallen wires.

There are a number of churches in this neighbor-

hood, most of them depending upon electricity for illumination. They got no brilliancy at the altar yesterday morning.

At Seventy-third street and Tenth avenue a mon-ster pole, bearing 180 wires and eighty feet high, was blown across the car tracks, dragging its myriad wires with it, ripping up balustrades of houses and making traffic on the avenue imprac-ticable.

ticable. Here as elsewhere the firemen who came to cut the lines with axes carefully wound the stray ends around the railings of iron fences and lampposts, unaware, apparently, that should a live electric light wire be among the others it meant death to them.

levelled them rapidly. The street is nearly devoted to flat houses, and when the poles came down the wires formed a very effective barricade

down the wires formed a very effective barricade to ingress or egress.

A grocer at No. 230 West Fifty-ninth street tried to break a wire which had entangled itself about the brass handle of his store door, and received a shock that knocked him down and seared him into brief insensibility.

Several wrecked poles between Ninth and Eighth avenues sent their cross trees crashing into the windows of the flat houses.

As late as half-past seven A. M. a pole ninety feet tall and two and a half feet in diameter at its base was broken off short at the sidewalk, and hurled, with its load of 180 wires, against the front porte cockers of the Roosevelt Hospital. The shock was so great as to startle the doctors from sleep and to alarm many patients. The wood broke a piece of brown stone out of the gable of the hospital day, and parishioners of the Church of St. Paul, opposite, formed a crowd between services looking at it.

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AN ELEVATED STATION DAMAGED.

Two other poles, on the south side of Fifty-ninth street, rear Ninth avenue, where the Roosavelt Hospital's new \$250,000 operating theatre is building, tore down in falling the high fence which had been built as a screen about the excavations, and lay partly within the cellars of the new foundations. About fifty feet to the east of these a very tall pole laden with some heavy cables was broken on about three feet from its base and was hurled with a crash against the southwestern stairway to the "L" road station at Ninth avenue. The heavy pole broke through the Iron roof, twisted the railing and made the stairway so insecure that a guard was stationed at its foot cautioning pedestrians to take the opposite flight of steps.

A pole at the mortheast corner of Tenth avenue and Fifty-ninth street tipped over so far that it was feared it would smash into the windows of the College of Physicians and Surgeons. It remained in its dangerous position throughout the day.

A MAZE OF WIRES IN FORTIEST STREET.

The gale continued its destruction down Seventh avenue, weeking poles, breaking windows and scattering wires in all directions.

One of the electric light wires rested across the Broadway car tracks, and for nearly one hundred feet sparss appeared in the joints of the rails.

In Thirty-ninth street, between Seventh and Eighth avenues, every telegraph pole had gone down.

Eighth arenues, every telegraph pole had gone down.

Seven of them were stretched across the street, rendering the passage of vehicles impossible. The big poles had been anapped of close to the ground. Between Eighth and Ninth arenues, in Thirtyninth street, most of the poles were standing, but none was upright.

Near Thirty-ninth street and Seventh avenue, close to the Motropolitan Opera House, one of the big electric light poles had toppled over and knocked down a street lamp.

At Forty-eighth street and Seventh avenue a huge pole—one of those that carries a "spread" of wires—had fallen right across the Central Market, a one story building. Most of the wires had parted and formed a big snarl on the sidewalk.

The Poughkeepsie local train, which left the Grand Central Depot at 9:15 A. M., had just arrived at the 110th street station when the poles toppled over and the crash of their falling was heard by General Manager C. H. Platt, who was in his office at the downtown side of the road at 125th street, General Manager Platt quickly ordered dauger signals displayed and the out bound local to be held at 110th street, which was done.

site No. 1,806 Park avenue. The pole swayed only for an instant, and then giving way fell outwardly and diagonally across the avenue, with the upper fifteen feet directly over the railroad tracks. Down it came with a crash upon the iron railing, which gave way also untill treached the wall of stone, when, with another crash, the arms full of wires snapped off and fell on the sunken track. In quick succession, under the strain, the next six poles fell in directly the same position, the tangled wire curling about, a barrier to all traffic.

General Manager Platt telegraphed to Eighty-sixth street, where he knew a gang of workmen were at work, and in a short time engine No. 630 came up with a force of twelve men equipped with axes. In half an hour the road was clear.

After the train had passed by the laborers, who, by the by, had been working all night, were set to work breaking up the poles and disentangling and removing the wires. This work consumed nearly two hours. In all probability the wires had actually held the poles in position, probably for months past. The poles were probably a foot in diameter at the base, and the wood crumbed easily between the fingers.

The storm likewise played havoe with the top of a telegraph pole standing on the southwest corner of the "L" station. The roof over the platform of the "L" station. The roof over the platform of the "L" station. The roof over the platform of the "L" station. The roof over the platform of the "L" station. The roof over the platform of the "L" station. The roof over the platform of the "L" station. The roof over the platform of the "L" station. The roof over the platform of the "L" station. The roof over the platform of the "L" station. The roof over the platform of the "L" station. The roof over the platform of the "L" station. The roof over the platform of the "L" station. The roof over the platform of the "L" station. The roof over the platform of the "L" station. The roof over the platform of the "L" station. The roof over the platform of the "L" s

day afternoon. Here and there a wire or two had dropped from the cross pieces, but the lofty poies, some of which are seventy-five feet in height, still stood proudly erect.

On Fourteenth street, however, between avenue B and avenue A, there are nine poles lying in the street, many of them broken off near their base.

Between avenue A and First avenue there are a lot more poles lying about in all directions, and one near Third avenue was in such a shaky condition last night that a red lantern was fastened to it to warn people of the danger.

A large tree in front of No. 210 East Broadway was blown down at six A. M., carrying away a maze of telegraph wires and crashing into the street with a rear that brought the dwellers on that street to their doors, thinking that some building had tumbled.

their doors, thinking that some building had tumbled.

At Thirteenth street and Fourth avenue a large pole loaded with electric light and telegraph wires fell to the ground with a grand crash. The electric light wires spit forth blue flames and sputtered viciously. A patrol of firemen was sent to the place to warn passers-by of their danger and to guard against the possibility of a fire.

A MAZE OF TANGLED WHES.

Along the line of Sixth avenue there are no poles, but there are thousands of wires carried over the tops of houses and attached to wooden frames known as "foof fixtures." These are almost without exception wrecked and hang over the cornices and against buildings.

A tangled mass of broken and disordered wires greets the eye at the Sixth avenue "L" station on Twenty-eighth street. Some of the broken wires trail along the station platforms; others hanging into the street below are colled around the lamp posts in the wildest confusion. Heaps of broken wires of all sizes lie everywhere along the street. In front of a building on the east side of Sixth avenue, near Thirty-second street, hangs a melancholy wreck of snarled and broken wires dangling from the cornice down into the basement below.

The thousands of wires that cross Broadway

melancholy wreck of snarled and broken wires dangling from the cornice down into the basement below.

The thousands of wires that cross Broadway from Tenth to Twenty-third streets are also more or less tangled and broken, and hundreds of these are utterly useless. They are decidedly distasteful to the sight and as many which cross the electric light wires swing down and almost touch the street they are liable to become exceedingly dangerous should the electric light circuit be turned on.

HORSES IN A PANIC.

The electric light poles on Lexington avenue and lists street fell early in the morning, carrying their wires across the roof of the wooden building used by the Third Avenue Railroad Company as a car stable. It was late in the afternoon before the wires were removed. The ceaseless scraping of the windswept wires on the roof caused considerable panic among the 250 horses stabled in the building. It was with great difficulty that the frightened animals were prevented from breaking loose and stampeding.

The entire line of poles on Park avenue from Fifty-ninth to Seventy-ninth are down, and wires are everywhere stretched about in hopeless confusion. A similar state of affaire exists on 12th street from First to Third avenue, on Tenth avenue from 125th to 155th street, and also along the line of Ninth avenue in that locality.

The pole on the southeast corner of Seventh avanue from 125th street fell against an apartment house. The next pole also was broken but is held up by the wires. The pole in front of No. 144 West 129th street fell against the cornice and crushed it.

The pole on the southwast corner of 122d street and Lenox avenue fell against a building and damaged the roof very badly and cracked the cellings. Poles are also down in Fourth street, between tenth and Christopher streets, and on Delancey, Varick and all throughout that section of the city. On the east side the same state of affairs exists.

The roof of the railroad station at Park avenue and Eighty-sixth street was smashed in by a falling te

tion of wires. They are all dead wires, which were simply torn loose from the building.

DELAY ON STREET RALEADE AND THE "L's."

Many surface car lines were blocked by failen poles and wires in different sections of the city. In many places, notably at the corner of Thirty-first street and Broadway, lampposts, bearing fire calls and signal boxes, were broken or rendered useless by failen poles and wires. Many tail poles in various quarters were also reported to be kept in place merely by the supporting wires and threatening to fail at any moment are a constant menace to passers by. In many instances citizens secured these dangerous poles by bracing them with ropes tied to buildings and "L" road pillars.

Many delays were occasioned on the "L" roads of both this city and Brooklyn by wires falling across the tracks ahead of approaching trains. Several times these mishaps occurred throughout the early morning in both cities, necessitating long delays and relays of train hands and linemen to cut and remove the wires.

HORSES KILLED.

ONE KILLED BY A LIVE WIRE, ANOTHER FA-TALLY INJURED BY A FALLING CROSSTREE. A number of accidents, sitributable to the demoralized condition of the telegraph wires, happened yesterday morning.

in contact with a live wire and another was struck on the head by a piece of telegraph pole. In both instances the drivers narrowly escaped death. The first received a shock which knocked him

Two horses were killed outright, one by coming

down and the other was covered with splinters from the shattered pole. The first accident happened shortly after one

o'clock A. M. at Chambers and Church streets. An electric light wire crossed one of the Metropolitan Telegraph Company's wires and both fell on the ground, emitting a shower of blue sparks.

ground, emitting a shower of blue sparks.

Ther fell into a pile of snow on the car track, and the policeman on post failed to notice them.

The first to discover the wires was Edward Callahan, a car driver of the Eighth avenue line, who lives at No. 716 Eighth avenue. Callahan's car left Vesey street, just opposite the Herald office, a few minutes after one o'clock. It was Callahan's last trip for the night.

\*\*RNOCKED TEN FERT.\*

At Church and Chambers streets one of the horses planted his iron shod hoof upon the sputering wires. The force throw the wire around, and the live end struck the animal's side.

The horse reared and blue sparks flew out from its hind hoofs.

Callahan thought the sparks had been made by the horse's shoes striking the paving atones. Then

Callahan thought the sparks had been finade by the horse's shoes striking the paving stones. Then the other horse plunged forward and fell.

Callahan leaped from the platform of his car and ran to the fallen horse. It lay perfectly quiet and he caught the bridle to raise it.

Electricity had charged the animal's body, and Callahan no sooner touched it than the fluid knocked him about ten feet into the snow. The horse had been killed by the shock from the wires. The other horse had meantime broken loose, and it ran down to West Broadway, where a policeman caught it.

The horse was returned to Callahan, and he and the policeman draw the car back from where the wire lay across the track.

The policeman carefully removed the wires with his night stick and word was sent around to the electric light company, and the current was shut off.

The body of the dead horse was pulled from the

off.

The body of the dead horse was pulled from the track and was still lying on the snow there last

right.
Another team of horses was procured and the Another team of norses was produced and the car went on up town.
"I never felt anything like that shock," said Calahan, later, "and I never want to feel it again. When I tried to raise the horse I thought somebody had hit me with a club. I didn't remember anything until I found myself in the snow."

WRAPPED IN GLOOM.

TOO DANGEBOUS TO ALLOW THE ELECTRIC COM-

PANIES TO TRY TO LIGHT THE STREETS. When Superintendent Smith, of the Fire Alarm Telegraph, received full reports from his men of the domoralized condition of the wires throughout the city he, after consultation with Chief Bo wrote Mayor Grant, pointing out that the electric wires, because with the wires crossed and down everywhere such powerful currents would be extremely hazardous to life and property.

The Mayor's reply came down straightway by messenger, addressed to the Acting Superintendent of Police, Chief Inspector Byrnes, directing him to see that no electric light and power company turned on a current of electricity until the wires were declared absolutely safe by the Board of Electric Control experts. Notices were duly sent

Chief Inspector Byrnes sent to each precinct captain a general order to instruct the patrolmen to be "extra vigilant." as the streets would be in

DARRNESS ON THE CITY. The electric light companies were in no condi-

tion to sorrow over the Mayor's prohibitory order last night. Few circuits were in working order and not one could be considered entirely safe. The city was in consequence lighted by gas. Early in the evening Third avenue, above Eightleth street, and 125th street blazed with their accus-

street, and 120th street blazed with their accustomed glory, but at ten o'clock the order was given to shut down all electric lights and Harlem's glory suffered eclipsed.

Down town in many of the side streets the lamp lighter had forgotten to light the gas lamps. This was the case on many streets abutting on lower Broadway, it being Sunday, no attempt to clear the sidewalks of the slush had been made. Walking on these side streets was perilous work. It was so dark as to render picking one's way an impossibility, and so people just floundered along half the time up to their ankies in icy water.

Broadway itself was darker than darkest Africa. Policemen kept their eyes well open, for the darkness was meat for the beggars, toughs and footpads.

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GLOON UP TOWN.

Up town in the brown stone district the gas lamps shone with a kindlier light, but on the thoroughfares like Fifth, Sixth, Fourth and Third avenues a depressing gloom reigned, due to the total absence of the cheerful electric light and the closed shutters of the shops. Above Fifty-ninth street on the west wide the same conditions prevailed until you rounded the bis curve of the Sixth avenue "I" at 110th street, when the glittering lamps of Mount Morris Park dazzled the eye with unaccustomed brilliancy. Harlem was mightly blessed in the evening's early hours, for her principal streets were lighted as usual.

This was also the case down Third avenue as far as Eightlieth street, but after that the region of darkness was again entered.

The Bowery, usually one line of glinting light, was as dismal as Cherry Hill in a rain storm. A cluster of burning lamps in front of the People's Theatre furnished the only spot of brightness in a desert of blackness.

cluster of burning lamps in front of the People's Theatre furnished the only spot of brightness in a desert of blackness.

Had it not been for the clear skies and an early moon the town would have been as pitchy black last night as it was on those never to be forgotten night immediately succeeding the blizard.

SILENT DYNAMOS.

Of the electric light companies the East River, in East Twenty-fourth street, is much the heaviest sufferer, and some portions of its lines will have to be entirely rebuilt.

"All of our lines," said the superintendent of construction, "are down on avenue A, Thirtsenth and Fourteenth streets, Fourth avenue and, in fact, clear through to Sixth avenue. We supply lights ostween the East River and Sixth avenue and from Chatham square to Eighty-sixth street.

"In some places all of our wires and poles are down, and some portions of the line will have to be entirely rebuilt. However, the major pertion of our lines ought to be in operation again in a couple of days."

When I visited the plant none of the dynamos.

the currents were on, but then the Mayor's order to sbut down was received and compiled with. The subway currents were not, however, turned off.

The superintendent of construction of the United States Electric Light Company, whose plant is in Elizabeth street, near Prince, told me that his company had suffered very little damage—none in fact except that caused by telegraph and telephone wires and wires of other electric companies falling on its lines.

on its lines.

"We are ready now," he continued, "to turn on the currents so far as all our circuits are concerned, but so many men are working on the telephone and telegraph wires that are tangled with our lines that such a proceeding would be very dangerous. We will certainly be able to resume operations by tomorrow night."

morrow night."

READY TO LIGHT UP.

The Manhattan and Harlem Electric Company—known as the Manhattan below Eightieth street and the Harlem above—had its plant at the foot of East Eightieth street in full blast iast night when it was rudely stopped by the Mayor's order brought in by a policeman.

Superintendent of Construction McKnight told me that the only damage suffered by his company below Eightieth street had been at Seventh avenue and Forty-sixth street, where a junction pole had been demolished by wires of other companies falling upon it.

been demonshed by wires of other companies rating upon it.

All of the circuits of the Manhattan were running. Many telephone and telegraph wires had fallen upon those of the Manhattan in the early hours yesterday morning, causing a four hours' shutdown, but he had taken a big force of men and cleaned away all of the obstacles during the day.

the day.

The policeman who had brought the notice did not leave until he had personally seen Mr.

McKnight stop all of the massive machinery of the plant.
At the Pearl street plant of the Edison Electric
Light Company I was told that the company had
no wires outside of the subways, and that all of
those in the subways were working because they
did not come under Inspector Byrnes' order.

GREAT DANGER OF FIRE.

ALL THE SIGNALS PRACTICALLY USELESS AND ALARMS ONLY POSSIBLE BY MESSENGERS. The city lay in greater perfi by fire last night than

at any time since the winter of 1881. With a few exceptions along the lines of the electric subways the engine houses of the Fire Depart ment were completely cut off from electric communication with the rest of the city.

Intense anxiety prevailed in the Fire Department, and all possible precautions were taken to speed messages of danger. Engines and trucks were brought in from outlying houses and concentrated in the dozen or so which were able par-

Other houses sent out vedettes, and the system of patrolling the streets in which the men are drilled for emergencies like the present was put in operation.

FIRE CHIEFS OUT IN THEIR WAGONS. The fire chiefs were out in their wagons most of the day and half the night supervising and perfecting the necessarily imperfect means of guard ing the city. All leaves of absence save those for sickness were revoked, and all ablebodied members of the department will remain on duty day and night until communication is restored.

In many of the engine houses the teams were kopt at the poles of the engines save when the horses were eating. The firemen had their working clothes on and were prepared for instant ser-

"Our wires are in very bad shape," said Chie Hugh Bonner last evening. "They couldn't well be in worse. The blizzard wasn't a circumstance. Almost the only wires which are working are in Aimost the only wires which are working are in the conduits along Broadway, Fifth, Madison and Sixth avenues. The houses along these routes can be reached this way, as Fire Headquarters, where the alarm system centres, connects with them by conduit. But very few of the engine houses ring at all, and most of the alarms are useless.

WESTERN UNION TO BLAME.

"The trouble with the wires is caused not so much from our own wires being down as from the masses of Western Union wires which lie upon them. If the Western Union will sead out large gangs of men to clear away this vast mass of wreckage we may be in fairly good trim to-morrow night."

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In Harlem the branches of the Fire Department were all out off from the telegraph system. The one piece of luck was that the storm name on Sunday. Otherwise, the police and firement say, there is no telling what might have happened.

"Let no man off duty until the wires are all right," said Superintendent Hull, of the Fire Patrol, yesterday, as he reined up his weary horse in front of Patrol House No. 2 in Great Jones street.

"Things are your had your heal indeed." he

in front of Patrol House No. 2 in Great Jones street.

"Things are very bad, very bad indeed," he added, "I have been all over the city to-day and it is the same story everywhere. The alarms are all out off, and engines have absolutely no means of communication outside of messengers, save in the comparatively few cases where telephones are working. Not one of my six wires is working."

It is safe to say that it would take half an hour to call out the section of apparatus summoned by a second alarm. As for a general alarm the del ay would be tremendous.

Because of the damage to the fire alarm telegraph wires the following circular was sent out to all police precincts yesterday morning by Acting Superintendent Byrnes:—

"The recent storm having impaired the fire alarm telegraph wires you will instruct the officers or patrol that when a tree occurs after sending the

intendent Byrnes:—

"The recent storm having impaired the fire alarm telegraph wires you will instruct the officers on patrol that when a fire occurs, after sending the alarm in the usual manner from the fire alarm box, to go at once to the nearest fire company and report the same and to otherwise render any assistance they may be able."

The police line repairers succeeded in getting thirteen of the precincts below Sixty-seventh sirect in telegraphic communication with headquarters by five o'clock last evening. The police were also instructed to telegraph calls for ambulances from stations on the "L" roads to the Houston street station of the Third Avenue "L" road where the instructions will be forwarded to Police Headquarters and the ambulances summoned from there by telephone.

However, telephonic communication with the hospitals happily remained unimpaired. The ambulance service was therefore uninterrupted.

Police Wargs in had share.

I talked with Superintendent Gromley, of the police telegraph system, regarding the situation last night. He said:—

"We have now wires working to thirteen precincts, but it will take a week or more to get our system in good running order. I expect our wires will work worse to-morrow than they do now, as necessarily many of our linemen's repairs must be temporary and liable to be disarranged by other linemen in clearing up the wrecks about the streets.

"The destruction is greatest in the upper and

streets.

The destruction is greatest in the upper and more exposed parts of the city. Down town, where the poles were more sheltered, but few fell and not many wires came down. I believe that when the wires get to working we shall hear of many scaledarts.

many accidents.

All day long and far into the night extra forces of fire and police telegraph linemen worked like beavers to clear up the wires. TRAFFIC BADLY CRIPPLED.

TRAINS, ESPECIALLY INCOMING ONES, DELAYED, AND ALL MAILS SEVERAL HOURS LATE. Railroad traffic between New York and the outside world was hadly crippled.

Trains departed as usual on every line leaving

the city. In the matter of arrivals, however, the figures on the time tables were knocked into a cocked bar This was particularly true of the through Southern and Western express and mail trains and of the local trains on all lines scheduled to arrive be

fore nine A. M. Later in the day the local traffic service was greatly improved, but the express trains never came to time.

People living in the suburbs are to be congratulated that the storm occurred on a Sunday. Along the Central Railroad of New Jersey the service was particularly delayed. Telegraph poles had fallen all along the line, delaying trains beween Phillipsburg and Springtown and from Rosell to the Bay Draw-practically stopping traffic

from New York to Easton, Pa. No Western trains had arrived over the Central of New Jersey up to four P. M. The locals, however, ran on schedule time after nine A. M. ON THE PENNSYLVANIA.

in this city that all trains were delayed and that the Western and Southern expresses were running from one to three hours behind schedule time. This was denied, however, at Jersey City offices, where it was said that the greatest delay was not over an hour and that all locals were running on schedule time. Only a few poles had fallen across the tracks, but these were already removed by the

of the electric light companies the East River, in East Twenty-fourth street, is much the heaviest street side, and all along Front the buildings on both sides of the street were hung with broken and falling wires. In some cases the wires crossed the street car tracks. Officials or the bleiaware, Lackawawan and Westweeth on the wires were already removed by the tracking the tracking of the broken and falling wires. It was impossible to tell how many of the broken wires, were damped wires, and pedestrians picked their way very dangerous, and pedestrians picked their way very cautiously.

A number of wires had broken loose from the Poles on State street and Battery place, and at the Poles on State street and Battery place, and at the Poles on State street and Battery place, and at the Poles on State street and Battery place, and at the Poles on State street and Battery place, and at the Poles on State street and Battery place, and at the Poles on State street and Battery place, and at the Poles on State street damped to four wires and poles are down, and some portions of the line will have to be in operation again in a couple of which slipply the overhead wires were working. From the Barge Office depends a tangled collection of the State River, in the the heavies to the the superintendent of the Hung-scale River, in the superintendent of the Judy of the Sixth avenue and, in the superintendent of the Barge of the Delaware, Lackawawan and West-will have to be entirely rebuilt. How were the East River, in the superintendent of the Barge of the Delaware, Lackawawan and West-willines will have to be entirely rebuilt. How were the East River, i

Forty-second street and the freight tracks to Spuyten Duyvil.

The yard at Mott Haven was out off from New York and all instructions were conveyed by letter.

Mr. McCoy said all the local trains due in New York previous to nine A. M. had arrived on time. After that hour there was much delay until after noon, when the wrecked telegraph poles had been removed from the tracks.

The greatest delay on the Hudson River Esitroad was to the through Western trains. The Chicago mail and the St. Louis express were each over three hours late.

Early morning trains from Boston and locals from Portchester over the New York, New Haven and Hartford Esilroad were all delayed, the locals, however, but slightly. The express and mail trains from Boston were delayed more than three hours.

however, but slightly. The express and mail trains from Boston were delayed more than three hours.

The Harlem River Bailroad officials announced that all their wires were flat. There was, however, no detention in the arrival or departure of trains.

All mails were late yesterday, some of them several hours. The most serious delay was the heavy northern mail which comes in over the New York Central road. It is due at 11:25 A. M., but yesterday it did not arrive until four hours and twenty-five minutes later.

The Philadelphia and Washington mail, which should have arrived at five minutes past four yesterday morning, did not come until thirteen minutes past five.

Mail over the New York and New England road in the morning was two hours late, and that which came from Boston and Springfield was one hour behind time.

Southern mails were from one to two hours late, and the Pittsburg mail, due at twelve minutes past sight, was three hours and fifty minutes late. The New York and Pittsburg mail was one hour and a hait behind time.

The mail which is due to arrive from Pittsburg, over the Pennsylvania road, at \$11 P. M. had not arrived at six P. M., and the officials said that they did not know when it would arrive. The wires were down to Jersey City, and they had no method of communication with the railway people.

The assistant superintendents who were in charge said that little difficulty was expected in the collection of city mail last night and during the early hours of to-day.

TELEGRAPH TROUBLES.

WIRES IN ALL DIRECTIONS JOUT OF WORKING ORDER-TELEPHONING ALSO STOPPED. At the office of the Western Union Telegraph Company, Superintendent Humstone was busily

engaged all day sending out linemen in all directions to ascertain and repair the damage. Mr. Howell, one of the wire chiefs, said that communication by wire was cut off from all directions leading into this city. He hoped, however, he said, to have things in running order by to-

The damage caused to the Western Union wires and poles by the storm was, in Mr. Howell's opinion, greater than they had ever before experienced

All points south of this city in the direction of Washington and Philadelphia were practically out

On the West Shore road the wires are down between Weshawken and Haverstraw. From here to Peekskill, on the Hudson River road, the wires were also in a demoralized and useless condition. Along the Harlem road the Western Union main line between this city and Boston and Albany was communication with Albany was shut off at half-past three P. M. very badly damaged as far as Croton Falls. All

communication with Albany was shut off at halfpast three P. M.

ROUNDAROUT TO BOSTON.

To reach Beston a message had to be sent first
to Coney Island, thence by cable to Newfoundland,
thence overland to destination.

The wires of the Postal Telegraph Company also
suffered greatly by the storm. Relays of men were
sent out in all directions to repair the damage, and
every effort was made to get things in running
order by to day.

At the offices of both companies messages were
received yesterday "subject to delay."

The telegraph companies report the condition of
things in Newark and Jersey City as deplorable in
the extreme. In those places the wires which were
all overhead are down in all directions and tolegraph service to or through these points is practically suspended.

Early in the evening the Western Union succeeded in establishing communication with the
West by means of three lines to Albany, Buffalo
and Chicago. The remainder of the country was
entirely out off.

The Postal Telegraph Company had no available
lines.

THE "HELLOS" STILLED.

It was a bitter day, too, for the telephone com-

The Postal Telegraph Company had no available lines.

THE "HELLOS" STILLED.

It was a bitter day, too, for the telephone company. The wires sufered perhaps the heariest of all in Saturday wight's storm.

The wires are crossed with other wires in all sections of the city.

The full extent of the damage cannot be ascertained until to-day, and it will be many weeks perhaps before all the damage can be repaired.

The wires connecting the central exchanges of the telephone company down town, which are mostly underground, were not damaged by the storm.

Nearly all of the uptown "subscribers" of the company, however, were cut off.

A great day it was for the messenger boys. Throughout the entire day these blue coated youngsters were scurrying about in all directions doing telegraph, telephone and all sorts of duties, combined with their own regular work.

FEW VESSELS REFORTED.

combined with their own regular work.

FRW VESSELS REPORTED.

All the wires from New York to Sandy Hook,
Quarantine and Fire Island, were down yesterday
and it was impossible to tell how many vessels were
waiting outside.

Only four steamers came into port. One sailing
vessel reached Quarantine last night.

With the rising sun the wind went down, but it
was succeeded by a thick fog, which obscured the
upper bay and reached far beyond Sandy Hook. It
was utterly impossible for the lookout at Fire
Island to see more than fifty feet.

At ten A. M. a light breeze blew away the fog
bank and soon after the sun shone from a clear
sky.

when the wind was at its height fortunately most of the river and harbor craft were safely docked. docked.

The ferryboats continued their regular trips throughout Saturday night and no casualties were reported on the rivers or bay yesterday.

La Gascogne, of the French line, due yesterday, had not been reported up to six P. M., nor had the Aurania, of the Cunard line. Vessels from the South caught in the gale were probably blown back.

due to-day; also the Ward liner Orizaba, from INCIDENTS OF THE STORM.

POLICE SERGEANT CHAPMAN SHOCKED BY A LIVE WIRE-A BRAVE FIREMAN.

second street yesterday afternoon was an electric light wire. It was stretched across the car track sand constantly emitted sparks. The drivers of the cars were afraid to pass over it and a blockade of Sergeant George Chapman, of the West Forty, seventh street police station, undertook to remove

Among the broken down wires in West Forty

Wrapping his rubber coat around his hand he boldly seized it and tried to pull it across the truck. At the same moment he felt a shock in his arm, shoulder and left side. He was on duty last night. His left arm and side were sore. He said he would not in the future try to

sore. He said he would not in the future try to handle a live wire. It was finally removed by men employed by the electric light company.

DAMING ACT OF A FIREMAN.

As the 2:10 morning up train from City Hall on the Third Avenue "L" road was approaching the Houston street station yeslerday morning a "live" electric wire of the United States Electric Light Company, running over the track, broke and fell upon the rails in front of the station, emitting sparks and scaring the passengers on the station.

The tleket chopper darted to the lower end of the platform and succeeded in signaling the train so that it came to a stop, but not until it was within a few feet of the wire, which was hissing servely. The trainmon were paralyzed with surprise and knew not what to do.

At that juncture James A. Cottrell, a fireman attached to Engine Company No. 22 in Elghty-fifth sirest, came upon the station. He was on his way home with his wire and three children from a ball in the Germania Assembly Rooms. Cottrell took in the situation at a glance, and crying out, "Who's got a rubber coat" leaped down on the track near the wire.

A rubbor ceat was handed to him, and wrapping

the situation at a glance, and crying out, "Who's got a rubber coat?" leaped down on the track near the wire.

A rubber coat was handed to him, and wrapping it about his hand he picked up the glowing wire and tossed if from the track over to one side, so that it hung in the street in a place of comparative safety. Then Cottrell elambored back to the station platform, was briefly congratulated by the train men, and the train went on.

Mary Larkin, twenty-one years old, of No. 317 West Twenty-sixth street, fell on a slippery walk in front of her residence yesterday and broke her left sankle. She was taken to New York Hospital.

There was a slight fire yesterday morning in the basement of the three story brief building at No. 301 Broadway, occupied by Mans Brothers, barbers. An electric light wire, disarranged by the storm, set fire to the woodwork.

An awning at Nos. 34 and 36 Worth street, owned by H. B. Claffin & Co., was crushed into the street by the weight of snow.

Isaac Goldatoin, sixty-two years old, of No. 197 Division street, fell from the roof of No. 504 Grand street to an adjoining roof iast night while shoveling snow and fractured his left arm. He was taken to Gouvernour Hospital.

There is a very pretty young woman who lives somewhere in the neighborhood of Third avenua

[CONTINUED ON TENTH PAGE.]

WIRES CHOKE THE TUNNEL.

POLES PRIL HERE AND THERE IN HARLEM AND ON THE EAST SIDE, DOING DAMAGE.

The poles were thirty-five or forty feet in height and bore about one hundred and fifty wires. The first one to fall was the one directly opposite No. 1,806 Park avenue. The pole swayed only for an instant, and then giving way fell outwardly

plate glass window broken by a falling pole early in the morning.

At the lower end.

A bunch of eight telephone wires hung in a tangled mass from the roof of the Eastern Hotel, on the Whitehall street side, and all along Front street the buildings on both sides of the street were hung with broken and falling wires. In some cases the wires crossed the sirest car tracks. On nearly every street down town it was the same scene of broken and tangled wires. It was impossible to tell how many of the broken wires, were dangerous, and pedestrians picked their way very cautiously.